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TRADE AND DEVELOPMENT BOARD
Standing Committee on Developing
Services Sectors: Fostering
Competitive Services Sectors in
Developing Countries: SHIPPING
First session
Geneva, 2 November 1992

WORK PROGRAMME IN SHIPPING, PORTS AND MULTIMODAL TRANSPORT*

A. Pursuant to a New Partnership for Development: the Cartagena Commitment, adopted at the eighth session of the Conference, the Standing Committee agreed - on the basis of Board decision 398 (XXXVIII) which sets out in annex B the terms of reference of the Standing Committee on Developing Services Sectors: Fostering Competitive Services Sectors in Developing Countries - to the following work programme in the fields of shipping, ports and multimodal transport for the period up to the ninth session of the Conference.

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* Adopted by the Standing Committee on Developing Services Sectors, Shipping, at its 4th (closing) meeting, on 6 November 1992.

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B. Promoting transparency

The Standing Committee will:

1. collect and disseminate information on technological and structural changes in shipping, ports and multimodal transport and on the balance between supply and demand for maritime transport services; such information will be reported appropriately;

2. collect and disseminate information on measures, including laws and regulations, affecting access to markets for international shipping and multimodal transport, and affecting port services, with a view to enhancing the participation of developing countries in these areas.

C. Fostering competitive maritime transport services

The Standing Committee will:

In the field of shipping

1. undertake comparative analysis of the shipping sector and related policies in different countries with a view to determining factors contributing to or impeding the development of competitive national shipping industries, including the participation by the private sector and/or commercialization programmes to increase market orientation and to facilitate provision of competitive shipping services. In doing so, the general economic and social environment in the countries concerned is to be borne in mind;

2. assess the impact of progressive liberalization on the development of shipping services and examine difficulties faced by service suppliers of developing countries in providing competitive shipping services;

3. monitor and report on changes in national practices covering shipper/ocean carrier relations, and changes in shipper requirements regarding the quality and conditions of shipping and port services;

4. identify and examine possible activities and policies aimed at enhancing cooperation in the field of shipping, ports and multimodal transport, as a means of stimulating the development of the maritime transport sector in developing countries and countries in transition;

5. study prevailing ship financing arrangements and consider their adequacy in meeting the requirements of developing countries in this respect.

In the field of ports

6. undertake comparative analysis of the port sector and related policies in different countries with a view to determining the

factors (including economic, commercial, financial, operational, organizational, administrative, legal, commercialization, privatization, deregulation, environmental) which can contribute to a better management, efficiency and sustainable development of ports and related port services; wherever possible this work will be undertaken in collaboration with interested countries and/or international/regional port associations;

7. assess, while having due regard to competition between ports, the potentialities for increased regional cooperation and whenever possible improve the circulation of information between ports (information systems, cost structures, statistical systems, regulations etc.), including the exchange of expertise.

In the field of multimodal transport, technological development and containerization

8. analyse the impact of multimodal transport systems and tariffs on trading opportunities in the context of liberalization and privatization. The need to encourage commercially and economically effective joint-venture multimodal transport operations should be taken into account in such an analysis;

9. elaborate a reference document (MT Handbook) for officials and practitioners, setting out the basic concepts of multimodal transport, problems and pitfalls, possible solutions and the major issues to be tackled by the private and public sectors in the process of developing multimodal transport in a country;

10. monitor developments in containerization and related transport technology with potential impacts, particularly for developing countries, on countries' transport infrastructure and investment requirements, including developments in the field of standardization of containers.

In the field of maritime legislation

11. agree on the completion of the ongoing work by the UNCTAD secretariat on general average, in close collaboration with the relevant international commercial organizations including CMI, IUMI and AIDE;

12. study possible amendment of the 1952 Convention on Arrest of Ships jointly with IMO, subject to the agreement by the Joint UNCTAD/IMO Intergovernmental Group of Experts on Maritime Liens and Mortgages and Related Subjects and following the United Nations/IMO Conference of Plenipotentiaries on Maritime Liens and Mortgages;

13. analyse legal aspects of ship leasing in developing countries, including problems faced by these countries;

14. monitor the implementation of international shipping instruments adopted under the auspices of the United Nations and currently in force.

In carrying out its work, the Standing Committee would give particular attention to the situation of the least developed countries, and suggest ways and means for improving their capacity.

D. Strengthening technical cooperation and human resource development

The UNCTAD secretariat will:

In the field of human resource development

1. coordinate activities of the TRAINMAR programme for cooperation among maritime management training centres, and develop initiatives to strengthen the capacity of every centre, paying due regard to optimum utilization of its maritime expertise, to:

   (a) identify human resource development needs;

   (b) develop or adapt training programmes on priority questions of a policy, operational and career development nature;

   (c) plan and execute joint programmes with other centres;

   (d) exchange experience;

2. draw up programmes further contributing to efficient conduct of multimodal transport processes, port management operations, organization of shipping and related services;

3. organize policy seminars and workshops to disseminate the findings of UNCTAD studies and to train officials to plan and manage more effectively maritime related activities, including strategic planning;

4. maintain and strengthen cooperation with ILO, IMO and other international agencies concerned in the elaboration, promotion and execution of human resource development programmes;

5. conduct, in close collaboration with the relevant organizations such as BIMCO, an educational programme on the subject of charter parties, with special emphasis on the use of clauses related to shipment of products of interest to developing countries.

In the field of technical cooperation

6. upon request, provide advice and assistance in areas within its competence. Such examples are:

   (a) the identification of infrastructure development needs;

(b) feasibility studies for future investments and joint ventures in shipping, in conjunction with the World Bank and other competent organizations;

(c) the management of shipping, ports and multimodal transport operations through programmes such as IPP, JOBMAR and ACIS;

(d) the identification of bottlenecks to the effective flow of cargo along the transport chain;

(e) the harmonization and modernization of national transport legislation;

(f) supporting the harmonization and subregional coordination in the development of multimodal transport, in consultation with industry as appropriate, through comparative analysis focusing on experiences of various countries and subregions;

(g) the introduction of EDI taking into account the importance of EDIFACT for effective trade and transport and having due regard to the need to standardize procedures and documentation as the first step in the EDI process.